

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WASHINGTON, D.C.

Revision: 1
Date: 04/25/2000

M A S T E R M I N I M U M E Q U I P M E N T L I S T

ENSTROM TH-28 SERIES 480 SERIES

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FEDERAL AVIATION ADMINISTRATION

Page: I

MASTER MINIMUM EQUIPMENT LIST

Revision: 1

ENSTROM TH-28 SERIES 480 SERIES

Date: 04/25/2000

Table of Contents

SYSTEM NO.	SYSTEM	PAGE
--	Table of Contents	I
--	Log of Revisions	II
--	Control Page	III
--	Highlights of Change	IV
--	Definitions	V, VI, VII, VIII
--	Definitions	IX, X, XI, XII
--	Preamble	XIII, XIV
--	Guidelines for (O) & (M) Procedures	XV
21	Air Conditioning	21-1
22	Auto Flight	22-1
23	Communications	23-1
24	Electrical Power	24-1
25	Equipment/Furnishings	25-1, 2
28	Fuel	28-1
30	Ice and Rain Protection	30-1
31	Indicating/Recording Systems	31-1
33	Lights	33-1, 2
34	Navigation	34-1, 2
35	Oxygen	35-1
52	Doors	52-1
65	Rotors	65-1
71	Powerplant	71-1
77	Engine Indicating	77-1

MASTER MINIMUM EQUIPMENT LIST

Date: 04/25/2000

ENSTROM TH-28 SERIES 480 SERIES

Log of Revisions

[illegible]

FEDERAL AVIATION ADMINISTRATION

Page: III

MASTER MINIMUM EQUIPMENT LIST

Revision: 1

Date: 04/25/2000

ENSTROM TH-28 SERIES 480 SERIES

Control Page

SYSTEM	PAGE	REV NO.	CURRENT DATE
Cover Page	-	1	04/25/2000
Table of Contents	I	1	04/25/2000
Log of Revisions	II	1	04/25/2000
Control Page	III	1	04/25/2000
Highlights of Change	IV	1	04/25/2000
Definitions	V	6	01/31/1995
	VI	6	01/31/1995
	VII	6	01/31/1995
	VIII	6	01/31/1995
	IX	6	01/31/1995
	X	6	01/31/1995
	XI	6	01/31/1995
	XII	6	01/31/1995
Preamble	XIII	2	06/14/1989
	XIV	2	06/14/1989
Guidelines for (O) & (M) Procedures	XV	1	04/25/2000
21	21-1	1	04/25/2000
22	22-1	1	04/25/2000
23	23-1	1	04/25/2000
24	24-1	1	04/25/2000
25	25-1	1	04/25/2000
	25-2	1	04/25/2000
28	28-1	1	04/25/2000
30	30-1	1	04/25/2000
31	31-1	1	04/25/2000
33	33-1	1	04/25/2000
	33-2	1	04/25/2000
34	34-1	1	04/25/2000
	34-2	1	04/25/2000
35	35-1	1	04/25/2000
52	52-1	1	04/25/2000
65	65-1	1	04/25/2000
71	71-1	1	04/25/2000
77	77-1	1	04/25/2000

ENSTROM TH-28 SERIES 480 SERIES

Highlights of Change

ATA 31-2 (O) Procedure for alternate means to record time in service.

ATA 65-1 (O) Procedure to determine rotor is free.

ATA 21-3, 21-4, 21-5 Repair interval changed to "C" to reflect current policy.

ATA 23-2, 23-3, 23-4 Repair interval changed to "C" to reflect current policy.

ATA 25-4, 25-5, 25-6, 25-7, 25-8, 25-9, 25-10, 25-11, 25-12, 25-13
Repair interval changed to "C" to reflect current policy.

ATA 28-2 Repair interval changed to "C" to reflect current policy.

ATA 31-3, 31-4 Repair interval changed to "C" to reflect current policy.

ATA 33-4 Wording for System and remarks changed to reflect current policy.

ATA 33-7, 33-8, 33-9, 33-10, 33-11 Repair intervals changed to reflect current policy.

ATA 35-1 Repair interval changed to reflect current policy.

ENSTROM TH-28 SERIES 480 SERIES

Definitions

1. System Definitions.

System numbers are based on the Air Transport Association (ATA) Specification Number 100 and items are numbered sequentially.

- a. "Item" (Column 1) means the equipment, system, component, or function listed in the "Item" column.
- b. "Number Installed" (Column 2) is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required.
- c. "Number Required for Dispatch" (Column 3) is the minimum number (quantity) of items required for operation provided the conditions specified in Column 4 are met.

NOTE: Where the MMEL shows a variable number required for dispatch, the MEL must reflect the actual number required for dispatch or an alternate means of configuration control approved by the Administrator.

- d. "Remarks or Exceptions" (Column 4) in this column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.
- e. A vertical bar (change bar) in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.

2. "Airplane/Rotorcraft Flight Manual" (AFM/RFM) is the document required for type certification and approved by the responsible FAA Aircraft Certification Office. The FAA approved AFM/RFM for the specific aircraft is listed on the applicable Type

ENSTROM TH-28 SERIES 480 SERIES

Definitions

Certificate Data Sheet.

3. "As required by FAR" means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the Federal Aviation Regulations operating rules. The number of items required by the FAR must be operative. When the listed item is not required by FAR it may be inoperative for time specified by repair category.

4. Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition.

NOTE: To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator.

5. "-" symbol in Column 2 and/or Column 3 indicates a variable number (quantity) of the item installed.

6. "Deleted" in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.

7. "ER" refers to extended range operations of a two-engine airplane which has a type design approval for ER operations and complies with the provisions of Advisory Circular 120-42A.

8. "Federal Aviation Regulations" (FAR) means the applicable portions of the Federal Aviation Act and Federal Aviation Regulations.

9. "Flight Day" means a 24 hour period (from midnight to midnight) either Universal Coordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.

10. "Icing Conditions" means an atmospheric environment that may cause ice to form on the aircraft or in the engine(s).

11. Alphabetical symbol in Column 4 indicates a proviso (condition or limitation) that must be complied with for

ENSTROM TH-28 SERIES 480 SERIES

Definitions

operation with the listed item inoperative.

12. "Inoperative" means a system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).

13. "Notes:" in Column 4 provides additional information for crewmember or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.

14. Inoperative components of an inoperative system:
Inoperative items which are components of a system which is inoperative are usually considered components directly associated with and having no other function than to support that system. (Warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).

15. "(M)" symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as part of the operator's manual or MEL.

16. "(O)" symbol indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally these procedures are accomplished by the flight crew; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are

ENSTROM TH-28 SERIES 480 SERIES

Definitions

required to be published as a part of the operator's manual or MEL.

NOTE: The (M) and (O) symbols are required in the operator's MEL unless otherwise authorized by the Administrator.

17. "Deactivated" and "Secured" means that the specified component must be put into an acceptable condition for safe flight. An acceptable method of securing or deactivating will be established by the operator.

18. "Visual Flight Rules" (VFR) is as defined in FAR Part 91. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.

19. "Visual Meteorological Conditions" (VMC) means the atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.

20. "Visible Moisture" means an atmospheric environment containing water in any form that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.

21. "Passenger Convenience Items" means those items related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc.

22. Repair Intervals: All users of an MEL approved under FAR 121, 125, 129 and 135 must effect repairs of inoperative systems or components, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators:

Category A. Items in this category shall be repaired within the time interval specified in the remarks column of the operator's approved MEL.

Category B. Items in this category shall be repaired within three (3) consecutive calendar days (72 hours), excluding the day the malfunction was recorded in the aircraft maintenance

ENSTROM TH-28 SERIES 480 SERIES

Definitions

record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the three day interval would begin at midnight the 26th and end at midnight the 29th.

Category C. Items in this category shall be repaired within ten (10) consecutive calendar days (240 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 10 day interval would begin at midnight the 26th and end at midnight February 5th.

Category D. Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the aircraft maintenance log and/or record.

The letter designators are inserted adjacent to Column 2.

23. Electronic fault alerting system - General

New generation aircraft display system fault indications to the flight crew by use of computerized display systems. Each aircraft manufacturer has incorporated individual design philosophies in determining the data that would be represented. The following are customized definitions (specific to each manufacturer) to help determine the level of messages affecting the aircraft's dispatch status. When preparing the MEL document, operators are to select the proper Definition No. 23 for their aircraft, if appropriate.

a. BOEING (B-757/767, B-747-400, B-777)

Boeing airplanes equipped with Engine Indicating and Crew Alerting Systems (EICAS), provide different priority levels of system messages (WARNING, CAUTION, ADVISORY, STATUS and MAINTENANCE). Any messages that affects airplane dispatch status will be displayed at a STATUS message level or higher. The absence of an EICAS STATUS or higher level (WARNING, CAUTION, ADVISORY) indicates that the system/component is operating within its approved operating limits or tolerances.

System conditions that result only in a maintenance level message, i.e. no correlation with a higher level EICAS message,

ENSTROM TH-28 SERIES 480 SERIES

Definitions

do not affect dispatch and do not require action other than as addressed within an operators standard maintenance program.

b. DOUGLAS (MD-11)

Some Douglas aircraft are equipped with an alerting function which is a subsystem within the Electronic Instrument System (EIS). The alerting function provides various levels of system condition alerts (WARNING, CAUTION, ADVISORY, MAINTENANCE and STATUS).

Alerts that affect aircraft dispatch will include WARNING, CAUTION, STATUS or MAINTENANCE level. MAINTENANCE alerts are displayed on the status page of the EIS display panel under the maintenance heading.

A MAINTENANCE alert on the EIS indicates the presence of a system fault which can be identified by the Central Fault Display System (CFDS) interrogation. The systems are designed to be fault tolerant, however, for any MAINTENANCE alert, the MEL must be verified for dispatch purposes.

c. AIRBUS (A-300-600, A-310, A-320/319/321, A-330, A-340)

Airbus aircraft equipped with Electronic Centralized Aircraft Monitoring (ECAM) provide different levels of system condition messages (WARNING, CAUTION, STATUS, and ADVISORY). A-320/319/321, A-330, and A-340 also provide MAINTENANCE status messages.

Any message that effects airplane dispatchability will normally be at the WARNING, CAUTION or STATUS level. MAINTENANCE messages (A-320/319/321, A-330, and A-340 only) are also indicated on ECAM Status Page below the white Maintenance label.

A MAINTENANCE status (Class II) message on ECAM indicates the presence of a system fault which can be identified by CFDS (A-320/319/321) or CMS (A-330/A-340) interrogation. The systems are designed to be fault tolerant, however for any MAINTENANCE status (Class II) message, the A-320/319/321 MEL must be verified for dispatch capability. For the A-330 and A-340, MAINTENANCE status messages do not affect dispatch.

d. FOKKER (FK-100)

ENSTROM TH-28 SERIES 480 SERIES

Definitions

Fokker aircraft are equipped with Multi Function Display System (MFDS) which provides electronic message referring to the different priority levels of system information (WARNING (red), CAUTION (amber), AWARENESS (cyan) AND STATUS (white). Any messages that affects aircraft dispatch will be at the WARNING, CAUTION or AWARENESS level. In these cases the MEL must be verified for dispatch capability and maintenance may be required.

System conditions that only require maintenance are not presented on the flight deck. These maintenance indications/messages may be presented on the Maintenance & Test Panel (MAP) or the Centralized Fault Display Unit (CFDU) and by dedicated Built In Test Evaluation (BITE) of systems.

24. "Administrative control item" means an item listed by the operator in the MEL for tracking and informational purposes. It may be added to an operator's MEL by approval of the Principal Operations Inspector provided no relief is granted, or provided conditions and limitations are contained in an approved document (i.e. Structural Repair Manual, airworthiness directive, etc.). If relief other than that granted by an approved document is sought for an administrative control item, a request must be submitted to the Administrator. If the request results in review and approval by the FOEB, the item becomes an MMEL item rather than an administrative control item.

25. "****" symbol in Column 1 indicates an item which is not required by regulation but which may have been installed on some models of aircraft covered by this MMEL. This item may be included on the operator's MEL after the approving office has determined that the item has been installed on one or more of the operator's aircraft. The symbol, however, shall not be carried forward into the operator's MEL. It should be noted that neither this policy nor the use of this symbol provide authority to install or remove an item from an aircraft.

26. "Excess Items" means those items that have been installed that are redundant to the requirements of the FARs.

27. "Day of Discovery" is the calendar day an equipment/instrument malfunction was recorded in the aircraft

FEDERAL AVIATION ADMINISTRATION

Page: XII

MASTER MINIMUM EQUIPMENT LIST

Revision: 6

Date: 01/31/1995

ENSTROM TH-28 SERIES 480 SERIES

Definitions

maintenance log and or record. This day is excluded from the calendar days or flight days specified in the MMEL for the repair of an inoperative item of equipment. This provision is applicable to all MMEL items, i.e., categories "A, B, C, and D."

ENSTROM TH-28 SERIES 480 SERIES

Preamble
(Effective 6/14/89)

The following is applicable for authorized certificate holders operating under Federal Aviation Regulations (FAR) Parts 121, 125, 129, 135: The FAR require that all equipment installed on an aircraft in compliance with the Airworthiness Standards and the Operating Rules must be operative. However, the Rules also permit the publication of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative equipment can provide an acceptable level of safety. A Master Minimum Equipment List (MMEL) is developed by the FAA, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The FAA approved MMEL includes those items of equipment related to airworthiness and operating regulations and other items of equipment which the Administrator finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders. The MMEL is the basis for development of individual operator MELs which take into consideration the operator's particular aircraft equipment configuration and operational conditions. Operator MELs, for administrative control, may include items not contained in the MMEL; however, relief for administrative control items must be approved by the Administrator. An operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL. The individual operator's MEL, when approved and authorized, permits operation of the aircraft with inoperative equipment.

Equipment not required by the operation being conducted and equipment in excess of FAR requirements are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from the Aircraft Flight Manual Limitations, Emergency Procedures or with Airworthiness Directives. It is important to remember that all equipment related to the airworthiness and the operating regulations of the aircraft not listed on the MMEL must be operative.

ENSTROM TH-28 SERIES 480 SERIES

Preamble
(Effective 6/14/89)

Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures and other restrictions as necessary are specified in the MEL to ensure that an acceptable level of safety is maintained.

The MEL is intended to permit operation with inoperative items of equipment for a period of time until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity. In order to maintain an acceptable level of safety and reliability the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment. The MEL provides for release of the aircraft for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Aircraft Maintenance Record/Logbook as prescribed by FAR. The item is then either repaired or may be deferred per the MEL or other approved means acceptable to the Administrator prior to further operation. MEL conditions and limitations, do not relieve the operator from determining that the aircraft is in condition for safe operation with items of equipment inoperative.

When these requirements are met, an Airworthiness Release, Aircraft Maintenance Record/Logbook entry, or other approved documentation is issued as prescribed by FAR. Such documentation is required prior to operation with any item of equipment inoperative.

Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. When operating with multiple inoperative items, the interrelationships between those items and the effect on aircraft operation and crew workload will be considered.

Operators are to establish a controlled and sound repair program including the parts, personnel, facilities, procedures, and schedules to ensure timely repair.

WHEN USING THE MEL, COMPLIANCE WITH THE STATED INTENT OF THE PREAMBLE, DEFINITIONS, AND THE CONDITIONS AND LIMITATIONS SPECIFIED IN THE MEL IS REQUIRED.

ENSTROM TH-28 SERIES 480 SERIES

Guidelines for (O) & (M) Procedures

- 21-2 (M) Procedure to inspect, deactivate, and secure the system.
- 21-4 (M) Procedure to inspect, deactivate, and secure the air conditioner.
- 21-5 (M) Procedure to inspect, deactivate, and secure bleed air E.C.U. system.
- 24-2 (M) Procedure to disconnect and secure the battery.
- 24-3 (M) Procedure to deactivate and secure the generator.
closed position.
- 31-2 (O) Procedure for alternate means to record time in service.
- 52-2 (M) Procedure to replace jettison hinge pin with standard door hinge bolt if jettison cable jams or breaks & placard inoperative.
- 65-1 (O) Procedure to determine rotor is free.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:	REVISION NO: 1	PAGE:
ENSTROM TH-28 SERIES 480 SERIES		
	DATE: 04/25/2000	21-1

[illegible]

U.S. DEPARTMENT OF TRANSPORTATION					
MASTER MINIMUM EQUIPMENT LIST					
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT:		REVISION NO: 1		PAGE:	
ENSTROM TH-28 SERIES 480 SERIES		DATE: 04/25/2000		23-1	

1. SYSTEM & SEQUENCE NUMBERS		2. NUMBER INSTALLED			
ITEM		3. NUMBER REQUIRED FOR DISPATCH			
-----		-----			
23 COMMUNICATIONS		4. REMARKS OR EXCEPTIONS			
1. Communications System: (FM, HF, UHF, VHF, etc.)		C	-	0	As required by FAR.
2. Cockpit/Cabin *** Speaker		C	-	0	As required by FAR.]
3. Cabin ICS System ***		C	-	0]]
4. External Loud *** Speaker		C	-	0]]

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

ENSTROM TH-28 SERIES 480 SERIES

REVISION NO: 1

PAGE:

DATE: 04/25/2000

24-1

SYSTEM & SEQUENCE NUMBERS		1.	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24	ELECTRICAL POWER						
1.	Generator Caution System	B	1	0		May be inoperative provided ammeter is operative.	
2.	Battery (Second)	D	-	0		(M) May be inoperative provided:	
***						a) Battery is disconnected and secured, and	
						b) Battery remains installed.	
						OR	
						c) Battery is removed, and	
						d) Appropriate ballast is installed.	
						OR	
						e) Battery is removed, and	
						f) Weight and balance is revised.	
3.	Secondary Power Supply (Backup Alternator)	C	-	0		(M) May be inoperative provided the main generator is operable.	

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

ENSTROM TH-28 SERIES 480 SERIES

REVISION NO: 1

PAGE:

DATE: 04/25/2000

25-1

		1.	2. NUMBER INSTALLED		
SYSTEM & SEQUENCE NUMBERS	ITEM		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
1.	Crew Member Shoulder Harness	B	1	0	As required by FAR.
2.	Passenger Seat Belts	C	-	0	One required for each occupied seat. If belt is inoperative or missing, seat must be blocked and placarded.
3.	Passenger Shoulder Harness	C	-	0	
4.	Passenger *** Convenience Item(s)	C	-	0	Passenger convenience items, as expressed in this MMEL, are those related to passenger convenience, comfort, or entertainment such as, but not limited to, galley equipment, ash trays, stereo equipment, overhead reading lamps, etc. Items addressed elsewhere in this document shall not be included. (M) and (O) procedures may be required and included in operator's appropriate document.
5.	Cargo Suspension *** System	C	-	0	
6.	Hoist System ***	C	-	0	May be inoperative provided system is deactivated and secured.
7.	Litter Kit ***	C	-	0	
8.	EMS Equipment ***	C	-	0	May be inoperative provided system is deactivated and secured. (M) and (O) procedures may be required and included in the operator's appropriate document.

U.S. DEPARTMENT OF TRANSPORTATION				
MASTER MINIMUM EQUIPMENT LIST				
FEDERAL AVIATION ADMINISTRATION				
AIRCRAFT:		REVISION NO: 1		PAGE:
ENSTROM TH-28 SERIES 480 SERIES		DATE: 04/25/2000		25-2
1.	2.	NUMBER INSTALLED		
SYSTEM & SEQUENCE NUMBERS	ITEM	3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS OR EXCEPTIONS		
25	EQUIPMENT/FURNISHINGS			
9.	Emergency Locator	C	-	0
***	Transmitter (ELT)			As required by FAR.
10.	Flotation	C	-	0
***	Inflation System			As required by FAR.
11.	Sonic Locator	C	-	0

12.	Forward Looking	C	-	0
***	Infra Red (FLIR)			
13.	Flare Dispenser	C	-	0

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: ENSTROM TH-28 SERIES 480 SERIES
REVISION NO: 1
PAGE: 28-1
DATE: 04/25/2000

1. SYSTEM & SEQUENCE NUMBERS		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
ITEM						
28	FUEL					
1.	Analog Fuel Quantity Gauge	B	1	0		May be inoperative provided the Shadin fuel totalizer system is installed, operative, and utilized and the fuel quantity is measured with the aircraft fuel dipstick at each refueling. The low fuel warning system must be operable. OR The fuel quantity is measured with the fuel quantity dipstick prior to each flight and fuel reserve is computed to be 1 hour.
2.	Auxiliary Fuel *** Tank	C	-	0		May be inoperative provided: a) Flight is not predicated upon the use of the system, and b) Auxiliary tank fuel is considered in weight and balance computations.
3.	Fuel Low Warning Caution Light System	C	1	0		
4.	Shadin Fuel *** Totalizer System	C	1	0		May be inoperative providing the fuel quantity gauge is operative. OR The fuel quantity is measured with the fuel quantity dipstick prior to each flight and the fuel reserve is computed to be 1 hour.

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

ENSTROM TH-28 SERIES 480 SERIES

REVISION NO: 1

PAGE:

DATE: 04/25/2000

31-1

1. | 2. NUMBER INSTALLED

SYSTEM &

SEQUENCE

ITEM

NUMBERS

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

31 INDICATING/RECORDING
SYSTEMS

1. Clock, Displaying Hours, Minutes and Seconds, with Sweep Second Pointer or Electric Digital Clock.

C

1

0

2. Hour Meter

C

0

(0) May be inoperative provided alternate means is utilized for recording time in service.

```
3. Elapsed Timer
***
```

C

0

4. Aircraft/Engine
*** Monitoring System.

C

0

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

ENSTROM TH-28 SERIES 480 SERIES

REVISION NO: 1

PAGE:

DATE: 04/25/2000

33-1

1.		2. NUMBER INSTALLED			
SYSTEM & SEQUENCE NUMBERS	ITEM			3. NUMBER REQUIRED FOR DISPATCH	
				4. REMARKS OR EXCEPTIONS	
33	LIGHTS				
1.	Position Light System	C	1	0	May be inoperative for day.
2.	Anti-Collision Light System	C	1	0	May be inoperative for day.
3.	Landing Light(s)	C	2	0	As required by FAR.
4.	Cockpit/Flight Deck /Flight compartment and Instrument light	C	-	0	Individual lights may be inoperativ] provided remaining lights are:] a) Sufficient to clearly illuminate] controls and other devices for] which it is provided,] b) Positioned so that direct rays] are shielded from flight crew] members eyes, and] c) Lighting configuration and] intensity is acceptable to the] flight crew.]
5.	Cabin Lighting System	C	-	0	
6.	Cockpit Utility Light	C	1	0	
7.	Strobe Light	C	-	0	
***	System				
8.	Taxi Light	C	-	0	

FEDERAL AVIATION ADMINISTRATION MASTER MINIMUM EQUIPMENT LIST

	1.		2.	NUMBER INSTALLED	
SYSTEM & SEQUENCE NUMBERS	ITEM			----- 3. NUMBER REQUIRED FOR DISPATCH -----	
-----				4. REMARKS OR EXCEPTIONS	

33	LIGHTS			
9.	Search Light	C	-	0

10.	External Utility	C	-	0
***	Lights			
11.	Supplemental	C	-	0
***	Lighting System			

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:	REVISION NO: 1	PAGE:
ENSTROM TH-28 SERIES 480 SERIES	DATE: 04/25/2000	34-1

1.		2. NUMBER INSTALLED			4. REMARKS OR EXCEPTIONS
SYSTEM & SEQUENCE NUMBERS	ITEM			3. NUMBER REQUIRED FOR DISPATCH	
34	NAVIGATION				
1.	Gyroscopic Rate of	C	-	0	As required by FAR.
***	Turn with Slip Indicator				
2.	Gyroscopic Bank	C	-	0	As required by FAR.
***	and Pitch Indicator				
3.	Directional Gyro	C	-	0	As required by FAR.

4.	Vertical Speed	C	-	0	As required by FAR.
***	Indicator				
5.	ATC Transponder	C	-	0	As required by FAR.

6.	Navigation	C	-	0	As required by FAR.
***	Equipment				
7.	Weather Radar/	C	-	0	As required by FAR.
***	Thunderstorm Detection Equipment				
8.	Marker Beacon	C	-	0	As required by FAR.

9.	Flight Director	C	-	0	

10.	Radar Altimeter	C	-	0	

11.	Altitude Encoder	C	-	0	As required by FAR.

12.	DME	C	-	0	As required by FAR.

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

REVISION NO: 1

PAGE:

ENSTROM TH-28 SERIES 480 SERIES

DATE: 04/25/2000

34-2

1. | 2. NUMBER INSTALLED

SYSTEM &
SEQUENCE
NUMBERS

ITEM

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34 NAVIGATION

13. RMI

C

0

14. Standby Attitude
*** Indicator

C

0

As required by FAR.

15. OAT/Free Air

C

1

May be inoperative provided
approved alternate onboard OAT
source is installed and operative.

16. Airspeed Indicator

C

1

As required by FAR.

17. Altimeter

C

—

1

As required by FAR.

18. Attitude Indicator

C

—

0

As required by FAR.

19. HSI

C

0

As required by FAR.

1

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MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

ENSTROM TH-28 SERIES 480 SERIES

REVISION NO: 1

PAGE :

DATE: 04/25/2000

35-1

1. | 2. NUMBER INSTALLED

SYSTEM &

SEQUENCE

NUMBERS

ITEM

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

35 OXYGEN

1. Oxygen System and

*** Masks (Crew and

Passengers)

C

0

As required by FAR.

]

U.S. DEPARTMENT OF TRANSPORTATION				
FEDERAL AVIATION ADMINISTRATION				
MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT:		REVISION NO: 1		PAGE:
ENSTROM TH-28 SERIES 480 SERIES		DATE: 04/25/2000		52-1
1.	2.	NUMBER INSTALLED		
SYSTEM & SEQUENCE NUMBERS	ITEM	3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS OR EXCEPTIONS		
52 DOORS				
1. Door Warning *** System	C	-	0	May be inoperative provided a visual check verifies that the door is closed and latched prior to flight.
2. Door Jettison System	C	-	0	(M)

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:	REVISION NO: 1	PAGE:
ENSTROM TH-28 SERIES 480 SERIES		
	DATE: 04/25/2000	65-1

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
65	ROTORS				
1.	Rotor Brake	C	-	0	(O) May be inoperative provided a
***	System				check is performed to determine
					that the rotor is free.

U.S. DEPARTMENT OF TRANSPORTATION				
			MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION				
AIRCRAFT:		REVISION NO: 1		PAGE:
ENSTROM TH-28 SERIES 480 SERIES		DATE: 04/25/2000		71-1
1.		2. NUMBER INSTALLED		
SYSTEM &				
SEQUENCE	ITEM	3. NUMBER REQUIRED FOR DISPATCH		
NUMBERS				
71 POWERPLANT		4. REMARKS OR EXCEPTIONS		
1. Engine Air C		-	0	May be inoperative provided known and forecast conditions for flight are above +6 degrees C or auto relight system is installed and operative.
*** Particle Separator/ Particle Purge System				

U.S. DEPARTMENT OF TRANSPORTATION				
			MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION				
AIRCRAFT:		REVISION NO: 1		PAGE:
ENSTROM TH-28 SERIES 480 SERIES		DATE: 04/25/2000		77-1
1.		2. NUMBER INSTALLED		
SYSTEM &			3. NUMBER REQUIRED FOR DISPATCH	
SEQUENCE	ITEM			
NUMBERS			4. REMARKS OR EXCEPTIONS	
77	ENGINE INDICATING			
1.	Tachometer, Dual	B	1	(* N2 indicator may be inoperative provided N1 tachometer and engine torque indicators are operative.
	Indicating (N2/Nr)			
				(* Note for Column 3: Nr must be operative.

